

The Honorable Gavin Newsom
Governor of California
State Capitol, Room 1137
Sacramento, CA 95814

The Honorable Nancy Skinner
Chair, Senate Budget Committee
State Capitol, Room 5094
Sacramento, CA 95814

The Honorable Toni Atkins
Senate President pro Tempore
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Phil Ting
Chair, Assembly Budget Committee
State Capitol, Room 6026
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker, California State Assembly
State Capitol, Room 219
Sacramento, CA 95814

Subject: Air Quality and Transportation Budget Recommendations

Dear Governor Newsom, Speaker Rendon, pro Tem Atkins, Chair Skinner and Chair Ting:

On behalf of the American Lung Association, I am writing to provide recommendations to reduce harmful air and climate pollution through the 2021-2022 Budget via the General Fund, Greenhouse Gas Reduction Fund and reauthorizing other existing clean air programs.

In large part due to the transportation sector, Californians continue to face the most difficult air pollution challenges in the United States and climate change is making the job of cleaning our air even more difficult. The American Lung Association's "[State of the Air](#)" 2021 report found that California is home to seven of the ten most ozone-polluted cities in the nation, and six of the most particle-polluted cities. Children, seniors, people with heart and lung illnesses, low-income communities, and communities of color face greater risks due to poor air quality, and too many communities face increased exposure to harmful pollution due to transportation hotspots. We urge you to prioritize a mix of one-time investments and increase commitments to programs that expand the benefits of zero-emission transportation and healthier land use and transportation planning so that all Californians can breathe clean, healthy air:

Expand Investments and Benefits of Zero-Emission Transportation Programs

The American Lung Association's "[Road to Clean Air](#)" report found that a widespread transition to zero-emission cars, trucks and buses could yield an annual public health benefit of \$22 billion in California, avoiding 1,900 premature deaths, 25,000 asthma attacks and 122,000 lost work days annually due to cleaner air. To ensure equitable distribution of zero-emission transportation benefits to residents of California's most impacted communities, we recommend:

- **Reauthorization of Assembly Bill 118/Assembly Bill 8 transportation programs** that support programs utilized by state agencies (e.g. Air Quality Improvement Program, Clean Transportation Program) and local air districts (e.g. Carl Moyer program, local diesel emission reduction programs, etc.) to accelerate clean air progress.
 - **Structure Clean Transportation Program funds to support \$1 billion investment in near-term zero-emission infrastructure** for light-, medium-, and heavy-duty zero emission vehicles.

- **\$890 million to the Clean Trucks, Buses and Off-Road Freight Equipment program.** The heavy-duty vehicle sector represents approximately six percent of on-road vehicles, but over 70 percent of ozone- and particle-forming NOx emissions according to CARB. On- and off-road heavy-duty vehicles and equipment significantly impacts communities nearest major transportation hubs like warehouses, ports and freeways. Funding for this category will accelerate turnover and complement key clean air regulations.
- **\$500 million to Equity Based Zero Emission Transportation programs** including the Clean Cars 4 All program that supports the retirement of the oldest, highest polluting vehicles with zero emission vehicle, transit or other zero-emission mobility options.
- **\$325 million for AB 617 Community Air Protection Program implementation:** We urge you to carry forward the January budget proposal to reduce air pollution burdens in the state's most impacted communities through the AB 617 Community Air Protection Program. As the program implementation continues, and the roster of priority communities expands, we support this funding to continue targeted monitoring and clean-up, community engagement and local air district implementation.

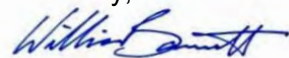
Sustainable Communities and Healthy Transportation

California is off track for achieving health-protective climate standards through healthier land use and transportation planning strategies envisioned under California's Sustainable Communities and Climate Protection law (SB 375, 2008). Residents of all communities deserve healthy, safe and practical mobility options that suit their needs and that don't increase local pollution burdens or disparities in mobility choices. We believe the following investments support the transition to healthier transportation options that reduce air and climate pollution:

- **\$2 billion investment in the Active Transportation Program (ATP)** to spur healthier transportation alternatives, including safer walking and biking options. The ATP has been significantly oversubscribed and this funding enhancement should be targeted to the highest ranked projects that went unfunded in the most recent cycle. This funding can also support the development of additional projects that significantly reduce vehicle miles traveled and boost access to health mobility options within sustainable communities. This funding should parallel the California State Transportation Agency's ongoing development of the Climate Action Plan for Transportation Infrastructure (CAPTI) efforts to better align transportation funding with achieving better health and climate standards per Executive Order N-19-19.
- **At least \$250 million for Sustainable Communities Strategy block grants through the Strategic Growth Council** to support and accelerate local and regional efforts to achieve the health, air quality and climate, equity and other goals envisioned under SB 375.
- **\$10 million to the University of California Institute for Transportation Studies** in support of research on curbing greenhouse gas emissions from the transportation sector to help identify opportunities for California to advance climate pollution reduction strategies.

We appreciate your attention to improving and protecting lung health through strong investments in addressing transportation pollution through the budget process. Please contact me with any questions or for further information at William.Barrett@Lung.org.

Sincerely,



Will Barrett
Director, Clean Air Advocacy